Investment in Green Field Ports in India

1768. SHRI SITARAM YECHURI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether some of private companies are coming to India to invest in green field ports;

(b) if so, the details of approved green field ports with their proposed investment; and

(c) whether Government are contemplating to set up a regulatory authority in view of private port operations and related services increasing?

THE MINISTER OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Under the existing policy, foreign direct investment upto 100% under automatic route is permitted in construction and maintenance of ports and harbours. On a reference from the State Government of West Bengal, the Central Government has initiated preparatory action for setting up a new deep-sea port on the coastline of West Bengal. Expressions of Interest have been received from Consultants, including those abroad, for development of the project. However, the Cental Government has not approved any new major port in the recent past. Responsibility for development of non-major ports, either new or existing ones, vests with the respective State Governments.

(c) Putting in place a regulatory framework and a regulator to address issues specific to ports in the context of the presence of a multiplicity of port operators in the Indian ports and the gradual emergence of a competitive environment is envisaged in the draft Policy for the Maritime Sector (Ports, Shipping and Inland Water Transport).

Crash of GSLV with Instat-4C

1769. SHRI DARA SINGH:
SHRI MAHENDRA MOHAN:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the defective fuel control device had led to

crash of GSLV with INSAT-4C communications satellite onJuly 10, 2006, resulting in a loss of Rs. 256 crores to ISRO when the control device was acquired from a private firm Just for Rs. 1 lakh only;

(b) if so, who was responsible for purchasing of rogue component and how an inadvertent error in manufacturing the same escaped inspection and acceptance test procedure;

(c) whether proper scrutiny and monitoring system is there to check the part supplied by private firm; and

(d) what steps Government have taken to ensure stringent quality control of components requred for all space missions in future?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) and (b) Yes, Sir. The launch of GSLV-F02 with INSAT-4C spacecraft that took place on 10th July, 2006 did not succeed. The Failure of this mission resulted in a loss of nearly Rs 246 crores. The primary cause of the mission failure was attributed to loss of thrust in one liquid starp-on motor due to malfunctioning of propellant regulator. The entire engine system is procured from the industry including the propellant regulator as per ISRO design at a cost of Rs. 120 lakhs per engine, at the present value. The Poropellant regulator is a complex and high precision device; some of the critical dimensions can be checked only at the stage of manufacture. As the manufacturer's log book did not indicate the deviation in dimension, it went unnoticed. Over the past several years, Nearly 50 engine systems have been successfully realized in Indian industries and have been put to use in flight as well as ground tests.

(c) and (d) Yes, Sir. The Failure Analysis Committee has submitted its report. The Committee in its report has made a number of recommendations which include, among others, very stringent quality control, audits at regular intervals at industry to ensure proper manufacturing, assembly and inspection procedures, independent inspection and quality checks by in-house agencies for all critical components and sub-assemblies upon receipt from industries, additional tests for critical engine components, etc. All the major recommendations made by the Committee have already been implemented at the industry and in-house agency level.